NEW YORK, TUESDAY, DECEMBER 30, 1879.

THE TAY BRIDGE DISASTER.

A HORROR WITHOUT SURVIVORS AND WITH ONLY FEW DETAILS KNOWN.

Estimates of the Number of Persons who Perthed - Varying from Ninety to Three Hun-dred - All that Was Seen of the Fated Train The Submerged Engine and Cars in a Bed of Quicksand from Which it May be Impossible to Recover any of the Hodies, LONDON, Dec. 27 .- The manager of the

North British Railway, telegraphing from Leuchars at 4 o'clock this morning, says: "Several large girders, along with the last train from burgh, were precipitated into the river last night. There were nearly three hundred passengers, lesides the company's servants, all of the train, and the most that any living man saw was a shower of sparks blown at an angle down to the water and the trailing of the train's lights brough a perpendicular fall of some eighty

shrough a perpendicular fail of some eighty feet. Then utter darkness followed, and the men who had seen the falling lights, unable to comprehend such a calamity as had actually befallen the train, fell to wondering whether they had really seen anything. The most that any person living heard was the uninterrupted roar of the firth and of the wind through the braces of the bridge. The stopping of the noise made by the moving train, or the crash that accompanied the calamity, would have been drowned on any ordinary night, when the roar of the firth can be heard for many miles.

The brief despatch from the manager of the railway contains sufficient as to the extent of the calamity to give it a place alone in the annels of railway disaster, even if no additional fact could ever be known—"All of whom are believed to have perished?" There is no other record like this. It is probable that the number of persons lest is overestimated in the anneuncements put forth by the company lister. A despatch from bundee to the Press Association at 4% o'clock this afternoon says that the number of lives lost does not exceed ninety. A later despatch from the same place states that only fifty-six tiekets were taken up at the last stopping place before running into Dundee. These figures do not cover the number of passengers for Broughty Ferry, whose tickets were not taken up, nor the number of pundees. The south side it is printed and a despatch and that when sended by the contractors, as has since been done with the North British Railway spanning a broad that the list of the railway spanning a broad strainty in relievance that the North British Railway spanning it is printed and the frequency of storms. The first hall the solid having accessioned by the monitoring the bridge and bundee for the Northenstein and the testing and the could ever be known—"All of whom are believed to have perished?" There is no other record like this and the first office of the farth and proposed to the first office and the first office of the first office whose tickets were not taken up, nor the num-

ber of ratiway employees.

The scene at the bridge to-day was the saddest that has been witnessed in Scotland for years. The approach to the structureswarmed sight-seers, and among them were wives. husbands, other kindred, and lovers, all despairing. Many steamers and small boats were near the scene, though the hope of finding any survivor has been abandoned. Six bodies have been recovered. Divers will shortly be brought to begin the work of removing the debris of the ked bridge and train and removing such bodies of the victims as may be found in the submerged coaches. The excitement in Edinburgh is hardly less than that in Dundee. It was through the anxiety of the group of

men who stood near the telegraph signal on the Dundee side of the bridge, and saw the shower of fire while speculating as to whether the train would venture upon the bridge on such a night, that the fact of the disaster was ascertained. Standing where they were, the curve at the north end of the bridge was at their right, and there was nothing to obrust the view for a considerable distance ward the middle spans of the structure. The feeling grew upon them that they had seen the train's lights go down into the water, and they appealed to the signal man to ascertain the truth for them. He told them that he only knew that at 9 minutes past 7 the train had been sighim from the south end of the bridge. The train did not come. The shrud man became alarmed and endeavoyed to get telegraphic signals from the other side, but teased. Then the wildest alarm possessed those who had gathered on the Dundee side The interruption of communication strength ened the impression that something terrible had happened. This fear apread like wildfire through the city, and great throngs of persons turried out toward the bridge. The sea wall was black with the multitude that gathered peer over the roaring firth, and the suspense while waiting tidings of what occurred was painful. Somebody sought the master of the Tay Bridge station. James Smith, and he and the locomotive superintendent of the road, James Roberts, said that they would venture out on the structure and loarn what had occurred. It was a perilous undersating. The tracks rest on top of the girders, and there was nothing to break the force of the wind. As the mon advanced the gale seemed to increase in fury. They were nearly sweet from their footing, and they got down and crawled along the track, clinging to the rails with fingers almost benumbed. Eighty or ninety feet below them the firth flung its angry waves against the bridge supports. Proceeding slowly and with great exertion they made their way out to where the superincumbent mirders began-half a mile or more from the throng at the end of the bridge. Here, to their inexpressible horror, they found that the structure came to an end. Looking ahead into the darkness they saw that about one-third of the bridge had gone down. There was not a vestige of it in sight, save portions of the supports upon which the superstructure had rested. There was nothing for them to do but to turn back with the awful tidings they had

The excitement in Dundee was intense. As soon as the gale had moderated a little the Provost of the city, accompanied by several other prominent men, went in a small steamer to the scene of the calamity. Their return was eagerly awaited in the hope that some survivor would be found who could tell the story of the calamity. But all that hose on board the steamer saw was that had been seen by James Smith and James Roberts when they peered over the edge of the broken structure—the supports on which the shift the rested licked by the waves of the half rested licked by the waves age appear the surface, such as doors of conches, of the bridge, buckage, and hats and acticles of apparel. Numerous small hand among the supports of the bridge, coof any survivor was found. The water at 25 feet doop where the train sank. Into ye known, and it probably will nover held of the girders were bown down before the girders were bown down before train ran on them, or they and the train into the first has a metine. The train into the first has sometive. four third class ture—the supports on which the rested, licked by the waves of the oin ran on them, or they and the train the fifth at the same time. The train of a locomotive, four third class no first class, one second class, and an a van. It drew out of Einburgh es in the afternoon. At this season er, when the hunting in the north mg many sperisonen, and holiday iru passing to and fro, the passenger the North British Railway is very these may be added the many mer-tual current class, and commorcial of reprentity poursey between Ellisecond city of Scaland in point of and Dundee, which runks next, and out of the Seeden linen trade, ion Similard, in an editorial this great When the first feeling of hor-less. son Sombred, in an editorial this way. When the first feeling of hor-hands over the country shall have sent and sover investigation into the accident will be demanded by and aching short of a complete ansolve event. The gale is when the counted was not exceptionally violated was not exceptionally violated the accident with the locken portion of cars reached the broken portion of exception is at state, and the interest and several in the cardial security of the Ta-The Government has sent to set to accept the countries of the cardial security into the occurrence. once thus far been unable to discover

quicksands, and, if the bodies of the drowned are not recovered within a few days, they will be imbedded with the cars beyond recovery.

The Bridge Described.

The plans for the great iron bridge across the Tay, and the novel and ingenious methods by which the engineers contrived to execute their project, excited universal interest in The Engineer, the leading periodical devoted to such subjects in England, in its issue of April 4, 1873, contained no other illustrations than those pertaining to this work, and in commenting upon this unusual fact said that no apology was necessary, in view of the importance of the project. The picture of the bridge gives an accurate idea of the boldness of the undertaking, because the width of the Tay is shown to be very great at that point, and whom are believed to have perished. Dries as this despatch is, it tells about all that any living person knows concerning the nature of the Tay person knows concerning the nature of the Tay that are formed from looking at the engraving that are formed calamity darkness surrounded the bridge and are that the structure is exceedingly slender. and that it is not at all ornamental. It looks very much like a long section of the Third avenue elevated railway spanning a broad sheet of water. Dundee's growing importance as a manu-

spring.
The bridge crosses the Tay one mile and a

spring.

The bridge crosses the Tay one mile and a quarter west of Dundee. On the south side it joins the North British Railroad near Leuchars, and on the north side it is connected with Dundee by means of a tunnel and a short line of rails. The construction of this tunnel was considered a considerable undertaking. It passes near Magdaien Point, running along the great docks, and partly through one of them—the Earl Grey Dock—besides passing ben-ath one of the main streets of the city. The bridge had three spans of 60 feet, two of 80 feet, twenty-two of 120 feet, fourteen of 200 feet, sixteen of 120 feet, twenty-five of 66 feet, and of 160 feet, and six of 27 feet. The first three spans 66 feet and six of 27 feet. The first three spans are level. The bridge that rises with a gradient of 1 in 100 feet. The two 80 feet spans are level. The bridge then rises with a gradient of 1 in 353 feet to the centre of the 200-foot spans. Finally it descends with a gradient of one in 73 56 to the north shore. On the south side the rails are on too of the girders, as is the case with the New York elevated rollroads, and are 78 feet above bign water. In the 290-foot spans, eighty-eight feet above the water, the rails were beneath the girders, as is the case with the New York Central Rairond Bridge acress the Harlem River, and, indeed, with a majority of the iron railroad bridges in this country. When the 120-foot spans on the northern end of the bridge are reached, the rails again run on top of the girders. It was at the series of 200-foot spans. reached, the rails again run on top of the gird-ers. It was at the series of 200-foot spans, where the cars were nearly 90 feet above water, and ran beneath the trusses, that the breakage occurred.

From the south side the first five spans are

From the south side the first five apans are on a curve of twenty chains? radius. The line of the bridge is then continued directly north and south as far ashe end of the 120-foot spans; thence the whole of the 66-foot spans, the 160-foot bowstring spans, and the 27-foot spans are on a curve of twenty chains; radius, forming nearly a quadrant of a circle. The longth of this pathet, and would not enter the town event for this curve, which brings it into the northern curve is nearly 2,000 feet. The bridge was northern curve in and would not enter the town except for this curve, which brings it into the city alongside the Caledonian Railroad line.

The bridge was building nearly five years, and at times as many as 2,000 persons were employed in the work. Its construction consumed 3,600 tons of iron work, 2,600 tons of cast iron work, 35,000 cubic yards of brick work, and 87,845 cubic feet of timber. The constructors assumed the cast about a millione. east from work 35,000 cubic yards of brick work, and 87,845 cubic fect of timber. The contractors estimated the cost at about ten millions of dolars. The builders found the bettom composed of rock in some places, of a hard material resting on silt in other places, and of sand covered with shingle and great boulders along the remainder of the route across the stream. The stream is about 25 feet deep in the channel, Sterms hindered the work. Northerly and southwesterly winds sweep with terrific force down the river, and because of its great width and strong tides the sen is often very heavy. Once a gale blow for three weeks, and all work was suspended until the storm censet. It was on account of these disadvantages that so much of the work was done on shore. There the great plers were built, and from there they were founded out into the stream and lowered in position by great hydraulic rams. These plers were formed of inamense double cylinders of from, which were let down upon the river bottom. Workmen inside of them excavated the ground beneath and imbedded them in their places. Then they were filled with broken stone and liquid concrete, and the columns of the bridge were built upon them. Near the shore a huge brick wall connected these piers. The brick work of the piers was held together with coment, and this and the concrete beamme so strong that when two piers, that capasized in the early part of the work, were dragged ashers, they could be broken up only by blasting. The girders scanning the columns were put together on shore, and floated out to their places in the bridge. These girders are of many wrought from, bracel with angle from. The roadway is carried by cross alloupers, 12 by 9 inches, placed 3 feet apart. Where the roadway runs below the girders the call hander in the strenge and the bunder with a bunder with a long on the strenge and the strenge of the way when the week and the finite south their was built if was the loncest iron bridge in the way had a leaded out to their places in the order of t heir way into the newspapers, and were noticed in the parliamentary debates of the time.

When the Bridge was Opened.

The opening of the Tay Bridge was an event that was supposed to have a great influence on the future of many of the great inclustrial centres of Scotland. Aberdeen Arbroath. Montrose and other flourishing communities stood in need of more direct and less costly means of access to the coal fields of Fife; and the trade channels between them and England were of too tortuous and costly a character. The Tay at Dundee, which was one of the barriers. is broad and navigable, with strong tidal curspanning it would be exposed to the blast of lerce gales. But in 1876 the construction of the bridge was begun. In 1878 it was completed. It is the longest bridge over a running stream in the world, and it was subjected to tests of the most severe character. Cars onded with the most solid material obtainable were closely packed along its entire tenuth producing a strain a hundred times as severe it was believed, as could be produced by any possible demands of trade, and the structure n no part showed the slightest sign of yield ing. Hopkins, Gilks & Co. of the Tees Side from Works, Middleberough, England, had the sontrast with the North British Railway Company. On Friday, the Bist of May, the bridge was formally opened for passenger and general traffle, with a display of ceromony that was not considered out of place in connection with what was looked upon as one of the greatest challengering enterprises ever undertaken. Invitations were issued to the leading note once and gratiemen in Great Britain Interested in railway matters, and to the official representatives of the badding eitos and towns of Sestiand and the north of England. Special trains from Edinburgh and Gascow conveyed the invited guests to Lonchars Junction, and thence to Newport, On the close adjoining the abulinent of the bridge were many working in a special train smoothly gilded along the rails on the bridge. The train ing. Hopkins, Gilks & Co. of the Tees Side

went only fast enough to exhibit the stability of the structures and slow enough to enable the guests to command view of the state of the bridge, the train slowed, and the occupants examined the method of construction of the hunge girders. The approach to the north end of the bridge was nearled by the enthusiastic stants of Dundee, who had congregated on Magnidal Green and on land reclaimed from the estuary. The company was welcomed at the bridge was one of the station by a large assemblanc, and assended, a side stair, and in the name of the Magistrates and Council welcomed the Chairman of the Tay Bridge undertaking, the directors of the North British Railway and the Chairman of the Tay Bridge undertaking, the directors of the North Bridge undertaking the directors of the North Bridge through the station to Albert Hall. All along the bridge to pool for traffic, to be worked by the number of the company marched in procession of the public buildings, and the grand statecase of contraction and expansion, so that given because of contraction and expansion, so that given provide we shall the public buildings and the call the public works by the half holiday granted in the provider of the public buildings, and the grand statecase of contraction and expansion, so that given provided was sent of the public works by the half holiday granted in the provider of the public was promisely decorated the public



The Tay rises in a small loch on the border of Argyleshire, and is called the Fillan until it passes through Loch Dechart, and thence to Loch Tay, nineteen miles from its mouth, it is known as the Dechart. It receives the River Lochie and the River Lyon, and many lesser streams. It is 120 miles long and describes almost a semicirals in its course. Vessels drawing nine feet of water can navigate it to Perth. It is famous for its salmon.

Str Thomas Bouch's Second Big Bridge.

When Sir Thomas Bouch first discussed he Tay Bridge it was generally regarded as the dream of an over-sanguine engineer, but after its completion it had the effect of turning public attention in Scotland more seriously than before to the older project of bridging the Forth. the other barrier to trade. The latter project occurred to Sir Thomas Bouch in 1849, and was first propounded by him in 1854; and notwithstanding the difficulties to be encountered, the foundation stone of the bridge over the Forth was laid by Mrs. Bouch in September, 1878. Unlike the Tay bridge, which has only a single line of railway, the Forth bridge will support a double line. Sir Thomas Bouch's first plan had reference to a bridge resembling that over the Tay, consisting of a series of piers and spans with lattice girding. At the spot selected for crossing it was, however, found that the bed of the river was not of such a nature as to afford the necessary foundation for the supporting columns. Then he reverted to a plan of a gigantic suspension bridge of two spans. A general ble by supposing that the East River is double its present width, and that the eastern tower of the Brooklyn bridge, instead of standing of the Brooklyn bridge, instead of standing upon the Brooklyn shore, stands on an island in mid-stream. Throw another span, similar to that now overhunging the East River, from the supposed island tower to another tower built on the Brooklyn side; suppose, further, that between New York and the suspension tower on that side a wide space of water, thirty feet in depth at the deepost point, intervenes, and that there is a space of dry land on the Brooklyn side, between the suspension tower and the junction of the roadway of the bridge with that on shore; bridge these spaces with spans resting upon columns, and a fair idea may be obtained of Sir Thomas Bouch's second great undertaking. The entire length of the bridge is to be 2,620 yards. Starting from a stone abutment on the south side, the foreshore is to be cleared by three spans. The fourth column is to be built in shallow water, and ten spans will carry the bridge over the gradually despening water until the southern anchoring tower is reached. Three spans more will carry it to a suspension tower built in thirty-three feet of water. Between this tower, the top of which is to be 560 feet above high water mark, and Inchgaryte, a rocky little island in mid-channel, there is at high tide a depth of water of 186 feet, and over that the bridge makes its first great loap of 1,600 feet in a single span, 150 feet above high water, to another suspension tower on the northern side of the bisand is to be reached in two spans of 165 feet ach. From that tower the bridge will make its second leap of 1,600 feet, and over that the bridge makes its first great loap of 1,600 feet, and over the spans, and mine spans more will carry it to its junction with the roadway on the shore levels. The columns will rise pass, and mine spans more will carry it to its inaction with the roadway on the shore levels. The columns will rise perpendicularly up to the roadway, and above it nose on the columns will rise perpendicularly up to the roadway, and above it those on the outside will conver upon the Brooklyn shore, stands on an island

porting girder are, therefore, to be suspended upon two chains, the links of which are to take hold of a pin in a casting at the top of the tow-ers. When the bridge is finised there will be an unbroken route from London to Wick.

As to the Brooklyn Bridge. "There is no danger of an accident like that of the Tay Bridge on the East River Bridge," said George W. McNuity of the engi-neer corus last evening. "We have provided against it long ago. The structures are not similar; hence no just comparison can be insti-tuted between them. Ours is a suspension bridge, while the spans of the Tay Bridge rest upon supports at intervals. At the point where the break occurred in the Tay Bridge there is a series of overhead trusses, through which the trains passed. These were thirty feet high and but fifteen feet wide, so that there was not latteral weight to balance the vertical weight. These trusses were raised above the supports to admit of ships passing under them. We have not yet sufficient data to say what caused the accident; but, as a furious storm was raging. we presume that it was due to the wind. If the we presume that it was due to the wind. If the tide was running strong in one direction and the wind was blowing the same way, it might carry one or more of these trusses over, if they had been slightly tipped that way from any depression in their support. If one of the pints in the iron column had sprung a little, the inclination would be multiplied by the height of the support, and at the top would give the superstructure a tip, which the force of a high wind would so increase as to throw off the truss. The girders rest upon for The party where the train sank is full of glided along the ralis on the bridge. The train | throw off the trues. The girders rest upon four

known here."
What load will the bridge bear?" "What load will the bridge bear?"

"Seven times as great as the greatest load that can ever come upon it. The average load upon the bridge will be, we calculate, about 2,000 tons. This contemplates several trains of cars, crowds of foot passengers, and many vehicles. The cables will bear 48,000 tons, and the superstructure weighs 5,000 tons. So that if the winds blow great guns, and the bridge is heavily loaded, there is yet three or four times as much strength in reservo. No the disaster on the Tay will never be repeated on the East River."

One Advantage of American Cars.

On the morning of Nov. 4, 1879, an accommodation train consisting of locomotive, tender, and one passenger coach, having on board engineer, fireman, conductor, brakeman, and sighteen passengers, plunged through an open draw on the line of the New York and Green-wood Lake Railroad, into the Hackensack River, where the water was said to be fifty feet leep. There are no night trains on that road, consequently the draw is always left open from a little after dark until daylight. On the morning in question it had not yet been closed, a passing schooner having caused delay, when the early accommodation train from Montciair appeared in sight running at (uli speed. The engineer, Ira Dexter, neglected to stacken speed in approaching the bridge or to notice the dranger signals until he was close to the draw, and was then so frightened that he plunged out of his cab head foremost, and had his brains dashed out upon the bridge timeers. Such was the momentum of the train that it leaped the draw, which is fifty feet wide, and the engine struck heavily against the timbers on the further side. Locomotive and tender sank to the bottom of the muddy stream, but the chains attaching the passenger coach to its trucks gave way and the wooden body of the car, relieved of the heavy iron axles and wheels, floated sufficiently high to enable the passengers to keep their heads above water until they were tuiled out, some through the windows and others through a hole cut in the roof. Some of the passengers suffered severe contusions, out none were seriously injured and no life was lost except that of the engineer. Had the conch been of the English style, close, heavy, and firmly attached to its trucks, the probability is that few persons abourd the train would have escaped. ing in question it had not yet been closed.

The Ashtabula Horror Recalled. On the evening of Dec. 29, 1876, at about 7 o'clock, a westward-bound express train on the Lake Shore Ralicoad, drawn by two locomotives, fell through an iron bridge, near Ashtabula, Ohio, sixty-nine fest into the Ashiabula. Creek. The cars, after falling through the bridge immediately took fire, and meny passengers who were uninjured or merely stunned by the falling of the cars were burned to death white imprisoned in the wreek. The cars were entirely consumed by the fire, and the majority of the bodies were reduced to ashes. The bridge was a Howe truss, 150 feet span, and had been built eleven years. It was considered one of the safest bridges on the Lake Shore road. Its falling was attributed to the effect of the frost on the iron. The number of persons killed was not assertained beyond dispute. It was considered to company asserted that the number was much smaller. It was said that many bodies were so far consumed that no trace of the human being was leit, and that for that reason the total loss of life could never be assertained.

FRIGHTENED TO DEATH. Mrs. Sarah Rosen's Fatal Shock from Meet-ing Three Burglars in a Room.

Three burglars attempted at 6 o'clock last night to enter the residence of Mr. C. Joseph Rufer, at 60 Orchard street, by breaking open the front window blinds. They were attempting to raise the window such when Me Rufer heard the noise, and rushing rapidly toward the window, raised an alarm. This frightened the burglars away. He reported the fact at the Eldridge street police station, and then went home to repair the damage done to his

Two hours afterward another report was made at the Eldridge street police station to the effect that burglars had entered the tenement at53 Orchard street and frightened a woman to death. Capt. Allaire, with Detective Ward and Hess, went immediately to the tenement and ascertained the following facts. As in all tenements, the street door is unlocked, and any one who choses may enter and roam over the house, The housekeepers, Mrs. Anthony Reiter, who has been sick for some time, was sleeping in a back room in the second story. Her husband was absent, and the door of her room was socurely locked. Mrs. Zelda Rosen, a Jewese, aged 73 years, occupied a room in the same story, front. Mrs Mark Gottheimer, an occupant of the third story, was in Mrs. Rosen's room at about 8 P. M., when, she says, Mrs. Rosen started to go to Mrs. Reiter's room to pay her menth's rent. Mrs. Rosen had barely time to get to Mrs. Reiter's door when she heard the latter cry. "My God, you will kill me," and, just as she opened the door, she saw Mrs. Rosen prostrate upon the floer in front of Mrs. Rieter's door. At the same time two men rushed to the head of the stairs and quickly disappeared. The lock of Mrs. Reiter's door. Near the threshold was a sack containing a quantity of clothing belonging to the Rechters. The burglars had drepued it in their haste to escape when surprised by Mrs. Rosen's saudden appearance. Mrs. Rosen from heart disease. It is not known whether the burgbars touched her or not, but it is supposed from her exchanging to the flexities wede and Hess late last evening arrested three men who have served terms for their and were seen in the vicinity in the early part of the enement could identify them they were released.

Coroner Woltman took charge of Mrs. Rosen's bady, and gave a permit of burinity of Mrs. Rosen's bady, and gave a permit of burinity of Mrs. Rosen's bady, and gave a permit of burinity of Mrs. Rosen's bady, and gave a permit of burinity of Mrs. Rosen's bady, and gave a permit of burinity of Mrs. Rosen's bady, and gave a permit of burinity of Mrs. made at the Eldridge street police station to the offect that burglars had entered the tenement at 53

Duel Between Paris Editors. Panis. Dec. 29 .- A duel was fought with

A Kurepean chemist has made a discovery by means dia secret process known only to himself, by which he gives to pure coordess crystals a conting or real diamond, which gives to flore surface a real diamond face, which asts operer. They are known as Humphreys's Parisan liamonds, and are for sale only at thumbreys's Parisan liamonds, and are for sale only at thumbreys's powery dure, Sig Broadway, corner or 12th st., New York,—4dr.

Wines for the Holldays.

THE SITUATION IN MAINE. GOV, GARCELON TAKING MEASURES TO PRESERVE ORDER

The Militia to be in Readiness for an Emergency-Arms from the State Arsenal to be Taken to Argusta-The Governor's Speech. AUGUSTA, Dec. 29 .- Gov. Garcelon arrived here this morning from his home in Lewiston. Your correspondent waited upon him at the Capitol, and asked what his plans were should violent means be resorted to to capture the

"It is generally the practice of councils of war," said the Governor, " in cases of insurrection or rebellion, to keep all plans of operations to themselves, and not allow the public to know what line of policy is to be pursued. You may rest assured that, in the event of any trouble, from whatever source, measures will be taken to keep the laws of the State intact,"

As to the last letter of Collector Morrill, with respect to referring the disputed cases to the Supreme Court, the Governor said that he did not receive Mr. Morrill's letter until 12 o'clock to-day, fourteen hours after it had been sent all over the country through the agency of the Associated Press. "Every letter I have re-ceived so far from these men," continued the Governor, "have previously appeared in the newspapers. I have not yet replied to Mr.

Morrill."
That do you propose to do in regard to those arms at Bangor?"

The Governor replied simply that the arms

would be brought to Augusta, but when or how he did not say.

The Governor went on the afternoon train to Belfast, where a meeting of citizens in support of law and order is being held this evening. A

despatch from this city, sympathizing with the object of the meeting, signed by over one hundred loyal citizens, was sent there to-night. Gov. Garcelon goes to Portland to-morrow night, where he is to address the citizens of that

Mayor Nash to-day addressed a letter to Gov. Mayor Nash to-day addressed a letter to Gov. G-reelon, delivering it in person, requesting the Governor notto call out the militia, because it might provoke the other side to resort to force. The Mayor said that he is prepared to guarantee safe protection to the lives and property of the citizens, and to the property of the State within the city's limits; that he has already had two hundred special policemen sworn in, and will have as many more appointed—a sufficient force, in his judgment, to maintain peace and order. The Governor talked quite freely, and informed the Mayor that he had a great dislike of the idea of bringing troops here, and shoun! 2: do it if peace could be maintained in any other way, but it would be his duty to preserve order and prevent ture.

A report is current here to-day, coming from

would be his duty to preserve order and prevent interference with the members of the Legislature.

A report is current here to-day, coming from Republicans, that Major Farley, Commandant of the United States Arsensi in this city, has written to the Ordnance Department in Washington force of men to guard the military stores in case of a raid on the part of any faction that might swarm the city. He has only ten men under him and that number would be unable to cope with a mob of infuriated men. Several attillery pleces, Gatling guns, and 10,000 stand of arms, besides the usual munitions of war are in the arsenal. The rumor has created much excitement about town.

Adjutant-General Leavitt arrived in Bangor to-night from his home in Eastport, and is under orders from Gov. Garcelon to obtain arms at the State arsenal in that city which were stopped in transit last weak, and bring them to Augusta by to-morrow. The order will be obeyed.

Bangos, Dec. 29.—Adjutant-General Leavitt

them to Augusta by to-morrow. The order will be obeyed.

Bangor, Dec. 29.—Adjutant-General Leavitt has arrived in Bangor, and says arms and ammunition will be removed from the arsenal to Augusta to-morrow or next day. Company C of the Piscataquis battalion has voted to march to Augusta and help seat Corporal Davis in the Governor's chair. A wealthy Republican has offered to furnish each man who will go with a repeating rifle, and pay all the expenses of the trip.

repeating rifle, and pay all the expenses of the trip.

PORTLAND, Dec. 29.—Capt. Lynch of the Montgomery Guards has notified his men to be ready at an instant's notice, which fact tends to the inference that the Guards and the Light Infantry will be called to Augusta.

Gardiner, Dec. 29.—Capt. Berry of the Richards Light Infantry denies that he had arrangements made to remove the arms of the company from the armovy on Sunday night to some place where he could command their use. He also denied that he had avowed his intention to refuse to obey any summons to turn his command out for the service of the State if Gov. Garcelon called upon him to do so. He said that he spent Christmae in Boston, and on his arrival home on Sunday morning he was met at the depot by his orderly serveant, who said that

Belfast, Dec. 29.—Hayford Hall was packed to its utmost capacity this evening in response to a call for a "law and order" meeting to sustain the Governor and Council. The meeting was called to order by Wm. F. Colburn, Esq., and the Hon. Wm. H. Rust was chosen Chairman. Mr. Rust made a brief speech on taking the chair, and read abstracts from various speeches made a treeent Republican meetings, claiming that they were revolutionary in character. He was very severe upon the Republicans, and accused them of carrying the recent election by wholesale bribery. He said that Tweed and his Ring were no more corrupt than

claiming that they were revolutionary in charactor. He was very sever upon the Republicans, and accused them of carrying the recent
election by wholesale bribery. He said that
Tweed and his Ring were no more corrupt than
are James G. Blaine and his Ring to-day.

Gov. Garcelon was then introduced, and was
received with loud applause. He began by saying that he had not come to the meeting to
make an apology for anything he had done or
left undone. He spoke of the recent election,
and of rumors current soon after it took place
in regard to the counting of the votes. He said
that prominent Republicans had then said that
the law of 1877 was clearly unconstitutional,
and he named the Hon. We. P. Frye as one of
the number. He gave a full explanation of the
constitutional requirements in regard to the
duty of town officers, and of the Governor and Council, as to the election
returns. He said that when the returns were
laid before the Legislature they would in every
instance be found correctly tabulated. He
claimed that the returns were canvassed strictly
in accordance with the Constitution and laws,
and without regard to one party or the other.
The Legislature will undoubtedly do justice by
the cities not represented, as the two branches
are indices of the election of their own members. The Governor spoke particularly of the
Portiand returns, and claimed that they agree
strictly with the record and therefore could not
be amended, even under the law of 1877. As to
the Danforth district, the Governor said that
the record had been altered long after the election, at the request of George A. Curran of
Calais, who said he had the letter of the Town
Clerk of Danforth in his pocket, stating that he
had changed his record under orders from the
Recubilities not expressions to that time, He
chailenged any man to put his finger on a single thing he had done which was not strictly in
accordance with the Constitution, the laws, and
precedents.

At the close of his speech, the Governor was
loudly applanded, and three c

for him.

The Hon, Wittiam H. McLellan, Attorney-

for him.

The Hon, William H. McLollan, Attorney-General, next addressed the meeting. He said it ill becomes Republicans to make such a great ado about the recent count of the votes in this State when they all upbeld the counting out of Triden in 1876. At the same time, he said, he did not attempt to justify anything wrong on that account, but no man could name a single wrong that had been done in regard to the recent canvass of the votes in this State.

The Hon, A. G. Jewett then spoke. He attacked the law of 1877 relating to the correction of returns, and said it was against the clear provisions of the Constitution, and should not be obeyed.

A despatch from Augusta was read, which was signed by the Hon, C. F. Pilabary and 560 others also a inter from the Hon, J. D. Lamson, Senator from this county.

Resalutions were then read and adopted. They candemn bribery at chetions, and say that no chaluant object rightfally be induced into an office obtained through such means, and pledge support to the Govern rand Council in all constitutional and local and seed with three cheers for Gov. Garvaion.

PORTLAND, Dec. 29.—The Democrats and Greenbackers will had a meeting to marrow night in this city. The call invites all efficient measures in the execution of the laws of the Said and the reservation of peace.

Buston, Dec. 29.—G., B. F. Butter has stated to a reporter his views on the situation in Maine. He denies that he has given Gov. Gar-

celon and Council legal advice on the course they have taken. He had never been asked to advise about that matter. He does not see how the Governor and Council could have acted otherwise than they have, and strictly followed the Constitution and laws.

"The Governor is not a Judge," Gen. Butler is reported as having said, "nor are he and the Council a returning board, but simply a cenvassing board. They are to ascertain who appear to be elected from the returns, certified by them under the provisions of the Constitution and laws. Whether the defects discovered are amendable or unamendable under the laws, I don't know, Moet of them would seem to be amendable by the final judge, the Legislature."

Gen. Butler thinks the only way for the Republicans to meet the situation is by legal, constitutional means.

Gen. Butler thinks the only way for the Republicans to meet the situation is by legal, constitutional means.

In response to the question as to whether the Maine Legislature can choose the seven Presidential electors next year, Gen. Butler said:

Certainly; that is provided for by the Constitution of the United States, which says the electors are to be chosen in any way the Legislature may appoint.

Gen. Butler deesn't believe there will be any fighting in Maine; he thinks there is too much common sense. He sees no parallel between the action of the Louisiana Returning Board in 1876 and the present condition of affairs in Maine. "The difference is very observable; in Louisiana the Returning Board claimed and exercised the power of counting votes not thrown which they said ought to have been thrown; whereas, in Maine, the Governor only decides. He has no nower to judge between the electors and the elected, except upon legal evidence brought before him, and then his act is not judicial but simply ministerial."

WILLIAM H. VANDERBILT SUED.

Mr. C. M. Meserole Wants 8150,000 for Se

William H. Vanderbilt earned fifty cents as a witness yesterday in the Court of Common Pleas, before Judge Van Hoesen. The suit was one in which he is himself a defendant. It was begun against him last summer by C. M. Meserole of 134 East Thirteenth street, who demanda \$150,000 for services in bringing to a settlement the famous suits in connection with the Vanderbilt will case. It will be remembered that Cornelius J. Vanderbilt claimed that William H. Vanderbilt promised him \$1,000,000 if he would permit the Commodore's will to be admitted to probate, but refused to pay the \$1,000,000 after Cornelius J. had withdrawn his opposition, according to agreement. Then Mrs. Le Bau took up the contest on behalf of Cornelius J., although nominally in her own name, and contested the will before the Surrogate, and Cornelius J. began a sult in the Supreme Court for his \$1,000,000. These suits dragged through the courts for two years. The prospect seemed to be that the case would occupy several years more, and Surrogate Calvin frequently spoke of it as likely to extend beyoud his official term. Among other witnesses

role wanted his \$150,000, and applied to Dunn to get it for him. He claims to have documentary evidence from Dunn admitting that he made this agreement. But, being put off from time to time, Mr. Meserole finally concluded to sue Mr. W. H. Vanderbilt. The complaint in the suit was served hast summer, but was not filed in court. In his answer Mr. W. H. Vanderbilt aimitted that the two suits had been settled, but, with reference to Mr. Meserole's claim, he put in a general denial. About ten days ago Mr. Henry F. Pultzo of 49 Nassau street, the counsel for Mr. Meserole, obtained an order from Judge Van Howson in the Court of Common Pleas, requiring Mr. W. H. Vanderbilt to appear for examination before trial. Orders of this kind, to examine one of the parties before the trial, are generally granted exparts, so that the order was not generally known. There was some little surprise yesterday when Mr. Vanderbilt appeared in court to be sworn, accompanied by his counsel, Chauncey M. Depew and H. H. Arnold.

After being sworn Mr. W. H. Vanderbilt was conducted to a private room adjoining, where, aithough nominally in open court, the examination was conducted by Mr. Pultzo, who sought to show by Mr. Vanderbilt admissions that Dunn had acted as his agent in several instances aside from the transactions alleged in the pending suit. Mr. Vanderbilt admitted the withdrawal of the suits, and the termination of the proceedings before the Surroyate. He was then asked whether he had made any agreement, or authorized any one to make any agreement, with any one in any way to pay Cornelius J. Vanderbilt for the withdrawal of those suits. Mr. Vanderbilt in settlement of his claim directly or indirectly.

Mr. Vanderbilt was then examined as to his relations with Mr. Dunn. He admitted that he had ever paid a dollar to Cornelius J. Vanderbilt was then examined as to his relations with Mr. Dunn. He admitted that he had ever paid a dollar to cornelius J. Vanderbilt was then examined as to his relations with Mr. Dunn. He admitted that he ha

once.

Mr. Vanderbilt had ever had any conversation with Judge Rapello in regard to the employment of Dunn for the purpose of engaging the services of Moserole. Mr. Vanderbilt replied that he had never had any conversation with Judge Rapello on the subject.

Mr. Vanderbilt was asked whether he had aver ratified any agreement made by any one

Mr. Vanderbilt was asked whether he had over ratified any screement made by any one after the discontinuance of the two suits, to pay money to Cornelius J. Vanderbilt. And he answered, after consultation with his counsel, that he had not ratified any such agreement.

Mr. Meserole expects to show, when the cause is tried that there was an agreement made with him by Dunn, acting for William H. Vanderbilt to use his influence in causing the two suits to be withdrawn; that in consequence of such agreement the suits were withdrawn, and that William H. Vanderbilt did pay the \$1,000,000, which Cornelius J. Vanderbilt got. It will probably be some months before the cause is tried.

THE STEAMER ARRAGON.

Nothing Heard from Her by her Owners Since she Salled for New York on Dec. 19.

LONDON, Dec. 29 .- The owners of the steamship Arragon, about whose safety some fear is entertained, in consequence of rumors of her foundering at sea, say that they have heard nothing from that steamer since she sailed from Bristol on the 19th inst. for New York,

The agent of the Arragon, Mr. W. D. Morgan The agent of the Arragon, Mr. W. D. Morran of 70 South street, received a despatch from London yesterday, but no mention is made of the reported loss of the steamer. He does not believe that the Arragon spoken of is his slight is true, however, as stated in the report, that she left this port on Nov. 25, commanded by Capt. Brown. She arrived safely at Bristol and sailed out of that port on Dec. 19.

Preparing for Mr. Paraell.

At a meeting of the Parnell Reception Committee, instevening, the Chairman requested that it the Scythia arrived at Quarantine late in the afternooner

Families smalled with pure Clarets. Santernes, Sherfees, and Fort Wines, troin \$150 per gallen and upward.

Boston, Dec. 29.—Gen. B. F. Butter has stated
for a reporter fees views on the situation in
Maine. He denies that he has given Gov. Gar
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EXCITEMENT IN NEWARK.

VICAR-GENERAL DOANE QUIETING DIS-ORDER AT A MEETING.

All Classes of Citizens Uniting to Aid the Poor in Ireland—One Speaker who Could Only be Suppressed by Sudden Darkness. A mass meeting of citizens was held in the Newark Opera House, last evening, in behalf of the suffering tenants in Ireland. The audience, which filled every part of the building, was composed of Americans, Irish, and Germans, and a few ladies were in the front seats, On the stage were Vicar-General Donna, the Rev. Dr. Rambaut, pastor of the First Baptist Church, the Rev. Mr. Pollock, pastor of the Lyons Farms Preebyterian Church; the Rev. Mr. Stansburry, pastor of Christ Episcopal Church; the Rev. Patrick Leonard, paster of St. Michael's Roman Catholic Church; several other Roman Catholic priests, the Rev. Dr. J. E. Forrester, Mayor-elect Feidler, the Hon. George A. Halsey, ex-Congressman Peddia, Judge Meeker, Col. Morgan L. Smith, State Senator Francis, Water Commissioners O'Rourke, Smith, and McGregor, County Sur-rogate Zulick, Postmaster Ward, a score of As-

number of city and county officials and con picuous citizens.

Mr. P. T. Quinn called the meeting to order. and Mayor Yates presided. The Mayor said the object of the meeting was solely to raise money for the sufferers in Ireland, and that no politics or national issues would be intro-duced, as all citizens had been invited to

semblymen and ex-Assemblymen, and a large

money for the sufferers in Ireland, and that no politics or national issues would be introduced, as all citizens had been invited to participata. Water Commissioner O'Rourke, Excise Commissioner B. J. Ford, and Messra. Edward Dunn. M. A. Mullin, and Joseph Atkinson were appointed to select an executive committee to receive subscriptions. Vicar-General Doane was then introduced. He was greeted with rousing cheers. He made an earnest appeal to the audience. He said that Ireland had a claim on the American people, because the Irish had helped to develope America and sacrificed their lives for the Stars and Stripes.

Mr. Cortlandt Parker next urged all Americans to subscribe liberally, and he was followed by the Rev. Dr. Rambout, who gave a pathetic description of the famines he had witnessed in Ireland. Dr. Makk, the editor of the New Jersey Prete Zeitung, then promised that the German citizens would subscribe freely to aid their Irish brethren in their hour of need. The Rev. Dr. Forrester graphically described the sufferings among the Irish tenantry, and Dominie Robinson of Paterson explained the evils of the tenant laws in Ireland. He said that in the west of Ireland a tenant was worse off than a slave, because the landlords lived in London and Paris, and left swindling agents to rob the people. Director McDonald of the Hudson County Freeholder spoke in favor of Home Rule for the Irish, and then Dr. Thomus Dung English was introduced as the last speaker. He said that more work and less talk was what was wanted. The American people would never lorget that twelves Irish merchants in Philadelphia had subscribed 210,000 to save Washington's army from starving, when no money of credit could be procured.

The following named were appointed an Executive Committee to solicit and receive subscriptions: George B. Jenkinson, Christophel Nugent, Alderman James E. Flomming, Water Committee to solicit and receive subscriptions: George B. Jenkinson, Christophel Nugent, Alderman James E. Flomming, Water Committee to solicit and

deregate the proposed of the silkely to extend beyond his official term. Among other witnesses on the side of Mrs. La Bau was a Mrs. Stoid dard, who swore to hearing conversations in which the Commodore certainly did not express the intention to give everything to his son Williams. As avage attack was made upon Mrs. Stoidard's reputation. Nevertheless, it was proposed to sustain some portion of her story by other wincesses, and it was whispered at the time that among thom was C. M. Meserole was formerly in the paper business, but retired several years are. At one time he was a director of the Harlem Railroad Company. He was on visiting terms with the Commodore.

But Mr. Meserole was not called as a witness, and the case in the Surrogate's Court terminated suidory at the same time that the suit by hard off some old scores of long standing.

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But Mr. Weserole was in the consideration given by William H. Vanderbilt was si,000,000, and that Cornelius J. Wanderbilt was si,000,000, and that Cornelius J. Wanderbilt was single to the money. It was said that Cornelius developed the consideration given by William H. Vanderbilt, that the said william H. Authorized Mr. Nesspole hand the carried out by William H. Vanderbilt was surveyed to compose the settlement of the two pending litigations. Mr. Meserole at the work of the was a whore any of the was authorized to act for William H. Vanderbilt was pending to the was a whole of the was a whole of the was a whole of the work of the work

described the sufferings of Ireland without touching on posities.

Mulcahey became excited at this point, and shouted himsoif hearse. Many people quitted the hail when he began to reflect on the previous speaker, and hisses and cries of "Go on came from every part of the house. Mr. Joseph Atkinson, one of the originators of the meeting, advanced to the footlights and said that the meeting was solely to raise money for the suffering tenants, and that Mulcahy had no right to insult the American, German, and English guests by dragging in polities.

Mulcahey again attempted to speak, He was greeted with hisses and shouts of "Go on."
Then Vicar-General Donne addressed the people, urging them to retire from the hall and not spoil the good effect of the meeting. A number started to obey but Mulcahey stubbornly held his ground, waving some manuscripts and trying to speak. The lights were then turned down, and he was forced to be silent.

GEN. ROBERTS'S FICTORY.

Reoccupying Balla-Hissar and Cabul-Rucsult of the Enemy Prevented by Snow

LONDON, Dec. 29 .- Gen. Roberts telegraphs, under date of the 26th inst., as follows: "Butkak has been reoccupied. A force will start for Kohistan to-morrow to punish those who pardeipated in the recent movement there," Roberts's total loss up to date is 77 killed and 220 wounded.

Another telegram from Gen. Roberts of the same date says: "A heavy fall snow on the 25th inst, prevented the pursuit of the enemy. The country about Cabul and the line of communications are now clear. The Balla-Hissar maga-

cations are now clear. The Balla-Hissar magazine has been emutied. There were several explosions in the Balla-Hissar during its occupation by the insurgents, and one explosion, it is said, killed a hundred persons. The telegraph line was for a good part destroyed, but it is being rapidly repaired."

Desnatches from Cabul say that a detachment of treats from Shirpur camp occupied the Balla-Hissar on the 24th inst, without opposition. The fears which had previously been entertained of the existence of hidden mines in the fortress have thus far proved groundless. The magazine was found emuty, all the arms and ammunition having been removed by the enemy. The reoccupation of Butkak is announced, and also of several of the smaller villages on the Butkak read, no effort being made by the enemy to defend any of them. None of the enemy's forces are to be seen near Cabul, except occasional bands which keep within the sheiter of the hills, Gen. Reberts has sent a garrison to occupy and hold Cabul, which, it is believed, will be a work of no differinity, as the native population are too feetbate offer resistance, and the Kohistanis and Legaris delon the night of the engagement.

The Signal Office Prediction.

For Middle Atlantic States and New England, southwest to northwest winds, rising busineser, walter ary or lover temperatures, and partly cloudy weather.

Only four bundred metres of the St. Gothard tornel now remain to be out.

THIS MOUNING'S LATEST NEBS.

Similar might tries for Boaton, via the Pall River line, are been discontinued but the seas, it. The Right Rev. John P. A. Perban, in bone of Nachelle, as he in appointed to go of the land particle of Nachelle, Stephen Haynes, the or the Breaking Park You stoners, that on Similar of the unions, in it has a 200 Cention aware in the severty made your Hoynes was a builder.

at 200 Cardion awains in this several initial year. Mr. Heyrica was a building.

On the reconstruction of the several or the most at New Jorsey bein missed by the result of the several being a decided by the result of the several being a several being decided by the result of the several being decided by the result of the several being decided by the result of the several being decided by the several being the several by the several being decided by the several being the several by the several being the several by the several